

Title: Interview with Philip Lee Goldsborough

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Location: Crisfield Fire Department

Interviewer(s): Eva Arnold and Christopher Knorr

Interviewee: Phil Goldsborough

Introduction: Phil Goldsborough, longtime member of the Crisfield Fire Department and a lifelong Crisfield resident for over 77 years, talks about his childhood growing up in Crisfield while the town was a blooming seafood industry. He is also a historian, and he talks about the history of the town and what is going on with the land in the town and outside of it as some of the reasons for the increase in flooding events.

[Transcription begins]

Eva Arnold (Arnold): It's just about the community and how like flooding experiences are related to your life flooding out or haven't, depending on where you live. So essentially, we're just looking to collect stories for people and then the transcripts will be like archived in a big book.

There will be about like 300 pages. We're aiming to get 30 of them.

Christopher Knorr (Knorr): I'm Christopher Knorr.

Arnold: I'm Eva Arnold, and we're here with Phil Goldsborough. We're interviewing in the Crisfield Fire Department, and it is April 15th. Our first question is, how long have you lived in the Crisfield area? And if you were born here, what was it like?

Phil Goldsborough (Goldsborough): I was born April 29, 1947. I'm 77 years old and on the 29th, this month of April, I will be 78 years old. I was born in McCready [Memorial] Hospital, and later on I sat on the board of directors there for about six years. So I've always been interested in the community and volunteering in the community. In childhood days it was a fun town to grow up in. It was a very active town at that time, meaning that we had industry here. The Charles Briddell Company burned when I was a child. My parents worked there [at that time], they worked there during the war. There was a lot of military equipment and a 3.5-inch rocket launcher [made there]. My father cut the dies, worked in the machine shop, my mother assembled them, and this town really had [a lot going on], of course there were trains here at the time, and they were steam trains. And I heard my father say there was three trains a day that left this town. That was with mostly seafood, the seafood industry [was probably the largest]. As a

kid they all would ride the train, jumping the train from downtown up to Ward's Crossing where it made a temporary stop to a terminal up there, and the engineers really didn't care. It wasn't safe, but it didn't matter in those days. We survived somehow or another riding bikes with no helmets and riding trains and that sort of thing. But it was a fun thing to do. The other thing I think is very interesting is when I was a child, and far back as I can remember, probably five or six years old, we never locked our doors. There was a screen door hook on the screen door. That was all the security we even thought about. I played in the neighborhood with the rest of the kids in the neighborhood and we played all kinds of games. We had no televisions or anything at the time. And it's just, we didn't find enough time in the day to do all the things that we wanted to do. I mean, we rode bicycles, we played in the woods, [and] we had three different woods. It was woods one, two, and three. The parents didn't have any idea where we were. There was no communication with us and the parents. And we didn't pay attention to it. It didn't matter. It really didn't matter at all. Downtown, we would ride our bikes down to the depot around the water. There's plenty of water off there where the steamboat tied up. [We] played, [and] fished there, parents didn't know where we were. We'd probably told them we would be back after a while, that was the message. Which even later on when I got a boat, the message to my parents as well as my wife, and we'll soon be married 60 years, when I went on the boat, [message was] "I'll see you when I see you." And that was it. I mean, you know, so this time, communications, everybody's communicating with everybody [were by word of mouth]. Years ago, we did not. We used to use tin cans with a string and talk to each other from one tree house to the other. And it was a really private and best time in our life, it is what we experienced there [in that time]. Not that we're not in a modern time. And I mean the modern things, that's for sure, flying drones, have been in airplanes, have scuba-dived, and everything else. But back in them childhood days [they] were really good days. And we kind of miss them. We say sometimes we wish we could go back and have the medical care we have now. We'd probably go on back, you know, but that's very important at this point [correction: but that's not possible].

Arnold: So, now you talk about modern times, how do you think Crisfield is now still living here? How do you think it's changed over time?

Goldsborough: It's changed because we've lost a lot of interest of industry here in the seafood industry. There were many places processing seafood here by steam. Of course, that steam needed fuel because they soon burned all the wood up in this area [for use in] the train or for the steam [to cook the seafood]. And it was a town built on fire and ice, and I've did some programs at the college even on this subject. And what I meant by that is the railroad came here in 1866. Of course, people had lived here since 1662. It was colonial people here living among the Native Americans in the area, but getting ahead of myself here. But anyhow, the question about the town, where it was and where it is now, is important to understand. The railroad made this town. This was just a colonial settlement of you guys, you couldn't, you couldn't keep seafood [fresh without ice]. So the colonial settlers over here in the 1600s, over 300 years ago, did catch seafood for their own substance, but they didn't process it and ship it or anything. They may have

traded a little bit of dried food, but that was it. So when the train came, that woke everything up, and they found that oysters had lots of protein, so there were several to a chicken today [correction: Speaker mean's 'like chicken is today'], and this town just blossomed and I don't know exactly remember what the population was, but it was probably double, at least double what it is today. So the train brought people here because the town was growing. It was a little bit a like a gold rush type thing, you know, they found these oysters, you could make money with them. We did had a way of processing them and sending them out by train daily. So you had a fresh market, you had a market of canned things and that sort of stuff. So the railroad company finally used up all the wood and there wasn't enough wood to run the boilers in town to steam the crabs. So that was an issue. So they found out that coal was available in Pennsylvania. So at least three coal yards established themselves [were established] in this town. We heated all of our houses with coal. We fired our boilers with coal, we ran the steam engine out here [correction: Speaker meant 'horse drawn fire engine'] for fire protection with coal, so coal was the fire that came by train to make the town go, okay? And then the ice industry showed up. About 1898, we started manufacturing ice before that and the ice coming into this community came by ship from the Kennebec River [in Main]. It was stored in sawdust. It didn't last all the way through the summer, so the ice industry shows up and now we have ice so now we can actually ship seafood and ice them down. The railway agencies would guarantee that it would get re-iced, rather than further up the road. It [seafood] went to Boston, New York, Baltimore, and we're talking 1866 as railroads established by 1898, we had the ice [this established a great source of revenue]. So by the turn of the century, this town was booming. It had more ships registered here. There was a lot going on in this town. We had two movie theaters; a couple bowling alleys were in town. This town just blossomed. Then we built all these fancy churches because there was no income tax, a lot of cash was lying around. And this is how we got a lot of our nice-looking homes on Main Street, and this is how we've got our churches, okay? In 1874 [correction: 1872], the city was incorporated in 1872, okay? By 1874 we, [correction: in 1872] our community and city was [established] by legislature, okay, by the state of Maryland. And the town was named for John W. Crisfield because he fell in the river out here and he was a major man with the railroad, so that's how the town got named. So our town was nothing like you would see today, as far as activity and something going on. Now, today we're in a more modern age, and we have automobiles, the trains are gone, the railroad tracks were taken up in 1966. That was a major blow to the community. But it wasn't feasible anymore, because trucks could travel quicker and easier than the train would. So the use for coal was still here, but that came in by truck later on. And then the coal fell off too, because then we had oil, we had all charcoal put in town, and we all started using oil for everything. So it's a complicated story, but an interesting story. Now the flooding. The flooding years ago wasn't as bad as it is today, in my opinion, okay? That's 77 years. The sea level is definitely changing. Sea level is coming up. And I've worked with NOAA with survey and work here in this community about 18 years ago, installing new benchmarks. And we've proved also what was going on [is the same thing that is happening] in Louisiana that this the area is sinking. It's sinking for several reasons, which is too much complication to get into

right now, but basically we're pulling water out of Potomac Aquifer here at around at least 800,000 gallons a day, close to a million gallons a day pulling out of the aquifer. When the aquifer was first drilled around 1898 by the Shanahan Corporation, which is still in existence today, they struck water at 1,100 feet and the water gushed out just like they'd struck oil. They screwed a valve on it at the ice plant, which was the first well drill in the town, okay? Before that we had a windmill and a small shallow well for the city. That's very important because the underwriters even in 1910 said that the ice plant didn't even need a pump for [pulling] water out of the aquifer. It would flow two stories high without the aid of a pump. Today it's more [than] 20 foot down in that wellhead, so there's water being depleted very quickly. So we're trying not waste it, so as this water is pulled out of this aquifer, the media down there is settling in. So we're subsiding basically at the same rate the sea level's coming up, so it's a double whammy. This is also accelerating the erosion on the outer Janes Island. We don't have protection now that we had at one time. The worst flooding I ever remember was in 1954 during Hurricane Hazel in October of '54. And we have pictures of a boat sailing up there by the post office. That water didn't make it clean to my house, okay, and I, at the time, was living up there near the high school on Somerset Avenue, one of the highest elevations in town, approximately three and a half feet of above sea level, which is quite a bit really in this area. During Hurricane Sandy, and was it 2015? Does that sound right? [correction: in October of 2012] I had five or six inches of water in my yard. The whole town was flooded. The complete town. Water came across James Island wind driven and whatever. We've never seen anything like that. We haven't seen anything since. Hopefully we won't. But it proves the fact that this town is experiencing more intrusion by salt water from storms, and we expect it to stay that way, if not get a little bit worse. And we did a study recently with the Nature Conservancy here in town and I was involved with it the entire time. You know, we thought about everything around [here]. The main thing is, how do you stop sinking? Because you've got to have drinking water, we're still pulling water out of the aquifers. There's even more geographic reasons for the whole Delaware Peninsula settling because of the last glacial maximum that took place, and it wouldn't necessarily [correction: you will] have to look it up and read that, but it is a true story. So there's about three things happening to us, especially in this community, and building a seawall would cost millions of dollars. We almost had 10 million dollars issued to us and it's now been cut off, so we don't have that money now. So we have a study, and in my opinion, after we, and this can go on record, because after I've worked for a year and a half with the Nature Conservancy, very nice people, we did a very good study, ended up with a report we give to the community and someone asked me on the street, "What did you all learn?" I said, "We don't need a whole lot of money, just figure out how many people live in the town, get enough money to buy taller boots because it's just about all we can do," and that's true. [Sandy was in 2012.]

Knorr: Kind of speaking on that, do you think that that's something that people in Crisfield are actively kind of like planning for-

Goldsborough: Oh, yes, oh, yes.

Knorr: -and discussing about moving?

Goldsborough: Yes, and if you can see, I'm also in American Legion and we're helping with a group out of Pennsylvania, a religious group that's coming here still even now since Sandy. They've been in town since Sandy. And they've raised a lot of houses for people that qualify in the lower income bracket or whatever. So that's still going on as we speak. In my opinion, where I'm at, I can't raise the building up, you know. But we do have- we have a- what we call, a storm fire drill. We have to predict that a storm is going to affect us. We do have to board up the building. We have boards right now, and we have a whole system set up. Takes approximately a day. We sealed the doors with silicone. We don't use sandbags. It has to be done when it's dry and we put boards approximately 24 inches higher. And during Sandy we kept a lot of water out. Instead of having two feet of water around the outside of the building, we had about four inches in the building. So we all prepared for that. Right in the firehouse where we're setting, water was approximately to the bottom of this cabinet during Sandy. And this building is up fairly high. It's the old railroad turntable here. And so we're talking if we're going to stay in this building, we have to have a plan now, and we do have a plan. If a storm's coming, you know, the stuff in this lower case can go on the table here. So you have to get things up. The computer, if it's on the ground, it's got to come up or you're going to lose it. We're more aware of that now. We don't have any protection out there. Situation is probably worse than it was a couple years ago. So the only thing now is be prepared and it's all you can do is be prepared. That same thing with our homes is to make sure things are raised up and hopefully you can survive the water that's coming. And the other problem that we ran into with National Conservancy is you get water in, the other problem is getting it out, because you can't go back to work really until you get the water back out. So you may be a week or 10 days before you actually go back making revenue to make payroll. And these are the things that we must figure out because it doesn't seem to be feasible to surround this town with a seawall, even though that was proposed, but the money's very expensive situation. And also, even though we're a community, an incorporated community, our infrastructure is affected by what's out in the actual Somerset County area. The storm drains and the roads and ditches and whatever is out there. The sewer system, water gets into the sewer system and it's a flood too. During these storms the system is full of water, sewage comes in the streets, and water comes from that source as well. So it's a very complicated thing. We're just going to have to basically live with it if we want to stay here, and this is my home, so I'm not going anywhere, you know. So that's the plan right now, if that makes any sense.

Arnold: So, I know you've talked a little bit about funding and plans to reduce flooding or help mitigate it. Do you have any opinions on how the city, county, or state has handled flooding issues in Crisfield?

Goldsborough: They've both done very well. They've both tried. We fix some storm drains ourselves and they're currently working, because we know what you got to do to fix them. Revenue is very scarce here. We have trouble keeping the grass cut in the cemeteries even at this

point. So there's not a lot of revenue and that's true everywhere at this point. Yes, we have done- we have a storm, one particular storm gate that was put in by the county; it absolutely works. It is dead on, it works because the people that live by it, as volunteers, they don't get paid. They make sure that storm gate's working. It's in their yard. We don't have the ability to pay people to go around and check all the storm drains. It's [check] all the storm gates before a storm comes. That doesn't happen either. But we do have a few that are currently working, recently fixed by the county and the city, one of them right up the street here, which is working. So we're doing a little bit as we can, a little at a time. Also, the state of Maryland, this [highway out front] is a Maryland State Highway 413 that comes in here. We have two major pumps up there that pump water out of the center of the dual highway. Years ago, the state of Maryland's put all this money in and we've been very appreciative of that. Recently, that system, which is probably 25 years old or more, went bad and the State Roads Commission replaced the entire system at no cost to the city. So to answer your question, yes, the state has done a lot, the city's done a lot, and the county's done a lot. We've done all we can with what we've got to work with to answer that question.

Arnold: Are there any projects, future projects, that are in the works regarding flooding or Crisfield's local economy that excite or concern you?

Goldsborough: Yeah. The Nature Conservancy, with no state park firm, it was a lot of people involved [correction: Speaker means 'several other agencies, and a lot of people from the community were involved'] in that study. And it was community-based. We did get paid a little stipend for being on these committees and worked on it for more than a year. And came up with a good plan that we presented officially to the city. Of course, the state and federal government know about it as well. And it's proposed that we would need \$10 million to make phase one take place. That money has been withdrawn now by the federal government. So we do have some paper and don't have any money. That's that simple. I guess as a nation, we got to figure out what's the most important thing to do, and I'm not at the federal level and I'm not going to comment on that, but, you know, we're a nation so just because we want it doesn't mean that we're going to get it. We have plans we don't need to- we would like to see happen, and it may come later on. We don't know. That plan is still there or that plan is still usable and will probably be usable for another five years at least. So I guess that's the way to answer that question. The money is the issue with all this deal. The other thing is, we've said this as members of the community, it's good if we did all that. Put ten million dollars in. In reality, that's something that has to really be watched and it's intact before a flood comes. If not, you've got a big- big [if another storm comes now we will be like a] bowl that just collected water and now you've got a bigger issue trying to get rid of it than you did trying to keep it out. So that was always in our study as well. There's two scenarios here, you know, getting that water back out of the way, getting things back up and running. So the system, the 10 million dollar system fails because of one thing that's not working, you still got a flood. So again, it's- we are gonna have to be prepared, raise everything up as you can and wear taller boots. That's the answer really, in my opinion, of what's going on.

Knorr: So you kind of talk about kind of like buckling down and you know wearing the taller boots or anything. Do you have any opinions on kind of relocation or people that are experiencing a lot of property damage moving maybe a little bit higher up?

Goldsborough: Most definitely. As you go up the peninsula, because I've worked with NOAA, and I'm a survey-type person, right here on this floor, we're just a couple feet above sea level. Sandy was a four-foot surge, above what was very complicated too, because most things are based on the mean [sea level] water and Crisfield has about 2.4-foot normal tide run. So four feet puts a lot of water in this town. That was complicated to try to even predict with the National Weather Service. And we've talked with them also about this, you know. And what we're doing now in the community is we have fire hydrants, we have flower planters, [marked to] remember Sandy. So if another Sandy is coming, we know we got a real good idea where this water is gonna come in this fire station and where it's gonna come at the post office. Because there's a benchmark up there and we know we're also attempting, we haven't done it yet, we're going to put a ribbon around the flagpole up there. Remember Sandy. I've got a mark at my house on one of my outbuildings. This is where Sandy went. So if a storm comes of that same proportion which the National Weather Service can predict, if it's going to be worse than Sandy, we got a problem, but if it is Sandy level, I know where the water is coming. We didn't know before Sandy. There was another thing that really caught us off guard, being a member of the Fire Company and emergency services; it said a four foot above normal was the report over the system, if I remember correctly. What's normal? So therefore, you know, we just, this can't be [did not know what was] happening, but it was. So we've worked on it. That's one thing that came out of the Nature Conservancy study. I think we have the community at large, the 911 system, hopefully the National Weather Service understands you've got to make it more understandable when you predict what's coming. And we'll know how to prepare for that because we can't run away, okay?

Knorr: Do you see a lot of the younger generation likely to stay or likely to leave kind of the Crisfield area?

Goldsborough: If I put myself back in that [those early] boots, I'd definitely leave. I wouldn't be established here. I'm glad to stay here, but, you know, I came through a lot of change. I can't run away now, and because I got a business, I'm a member of a fire company here. You know, I live here, this is my town. I'll have to go up higher. People in other parts of the country [are like], Crisfield's not unique by no means. The whole Delmarva Peninsula, the whole East Coast, the Gulf Coast, the Gulf of America now, they're all the [having the same] problems. And the federal government, we can't expect the federal government to fix everything. It's not gonna happen. So it's gonna get worse. It is predicted to be worse. So, you know, we just gotta think different now. I guess that's the answer to that. That's what I'm trying to do, you know. Do the best we can. There's no magic bullet here to fix all these things. It's just not there. Community

flooded years ago, but not nowhere near this rate, that I can back up. Does that answer your question?

Knorr: Yeah.

Arnold: Where would you like to see Crisfield headed in the next 20 years, whether it be related to flooding or completely unrelated to flooding?

Goldsborough: I hope the community stays here, and I hope that the community adjusts itself so that we can stay in some of this water, let the water come by [here]. We're building houses on stilts [and taller foundations]; we got condos built on pilings. The people in the condos will be safe. It's a safe place to live, and when the tide's gone, you can go back out. I see the town still staying here, and hopefully getting even better than what it is. Another thing that we just mentioned about the elevation changes and people moving further north. Some people have done that. Some businesses have moved a little further north, not a lot of them. But as you go north toward Marion Station, your actual land level is increasing as you go up the peninsula. In that area, it's probably four to five feet above sea level. It doesn't flood up there in those areas. Oh, when you get up past what we call Hopewell, north of town here, that's where we all carry, that's where I carry my car. My cousin runs a place up there, and during Sandy [we thought the cars would be safe], kind of figured something was gonna happen, I had a nice new automobile. So I carried it up there and it didn't get flooded because I knew that was exceeding that warning that was coming. And so the whole lot's filled up with automobiles. Begin your planning. Might not happen, but best off put the car up there for this weekend. And then after we get by this, and I just bought a new car. I just brought a new Ford Escape like you got.

And if a storm comes, it's going up road. It's not gonna stay in Crisfield. Our fire truck's here. If the town's flooded, the fire trucks are flooded too in this building. So during Sandy even, we knew this was coming. We took the equipment farther north. Now, as a member of the fire company, I may have responded by boat, but we also have people who are [farther north in the] community or Somerset County based station too as well. So therefore, there's people farther north that are on dry land during Sandy that did come, pick up that equipment and [but have to] decide whether you want to go into the flood or not, depending on what the situation was.

And if it was a major fire, we'd waste a fire truck; other communities did the same thing. So that's what happened in Sandy, and that's what the plan is right now. If something should happen today, we get a flood report. Some of these trucks are going north. We get out of the flood zone. The station is going to flood, hopefully our plan. We came here and [correction: we had a plan. After Sandy we came here and found out we should have] rearranged this building so we didn't have so much damage and we swept the water out and went back in business again. That's where we're at right now, if a flood comes, and it can and it will. That's the only thing we can do, we're more thoughtful of what's happening to our community now. The town will thrive, the town will stay here. We're building houses on stilts. We're raising houses up. And we have a new ordinance in town that you have a certain level you have to build if you build a new building.

We're gonna try, we're working on that. That's not so good for some of our older buildings in our historical district. And some of them's being worked on as well, so we'll be here. I think Crisfield will stay here. The water draws you here. This is an interesting place in that you're real close to nature. You're away from all the [hustle and] bustle. You can get in a boat right now and

not see nobody and be out in the environment. I think that's what draws people here. That's what kept me here. I love the water. I love fishing and hunting and, you know, walking the beach and hardly even seeing anybody sometimes. So it's hard to do anywhere except unless you're on the Chesapeake Bay. We're on the middle of the bay, so we're a good stop for transit and hopefully our marina will stay intact. That's getting some age on it now. Back in 1961, that started under construction [correction: is when construction started]. So we are a center-based community in the Chesapeake Bay. As far as I'm concerned, we're the heart of the Bay. We're approximately 100 miles from each bridge. So the town will be here. I think the town will stay here. I think we'll expand farther up. I think some of the industry and sort of thing will go a little farther up. Our town will get a little more spread out. Some of the areas way down in the lower part of this area are becoming unlivable. You don't build a house back there. You know, it's slowly pushing [sinking. This is] not unique to Crisfield, the whole East Coast is that way.

Knorr: So kind of as a recommendation, as Crisfield being a place to live and speaking on, you kind of said that there's no magic bullet. Your hope for the future of it is like that change in mindset and being more prepared with as things are going to probably get worse to kind of keep it thriving and it's like.

Goldsborough: Maybe write a book or pamphlet so someone retires or they got- they [moves here] got all the instructions, but they will move here, and they are moving here. We always call them come-heres, but they are good people and they do benefit the community when they come here. I've had a lot of people, I mean my friends that came here, a lot of the come-heres, they're still my friends, so people [that came here that have helped me and taught me many things. People] are still coming here. People still will build on stilts or live in a condo because it's- it's a good place. Horse flies are here too, but we live with them, we always have. Native Americans lived with them here too, before that.

Arnold: Do you have children?

Goldsborough: No, we didn't not, I don't.

Arnold: I was going to ask you what it was like or what you think was unique about raising children here. But going off of that, what sort of wisdom would you share with future generations? It doesn't have to be related to the interview at all.

Goldsborough: Well, I've been in the fire company now 53 years. I was a chief engineer here for more than 20 years. I learned a lot from the older people. The older people have experienced things. They have the wisdom. We don't always agree with them because we're trying to move

into modern times and we get into arguments with them. But at least listen to what they say, take it for what it's worth. It'll make you make a better decision even in modern times. And someone asked me, a young man asked me not too long ago, "What advice can you give me?" and I thought for a few minutes and I said, "The only thing I can tell you is don't fall asleep. Stay awake." Right? And that's true because, you know, just got to be aware of what's happening and make decisions based on those things. Same thing with the flooding here is, you know, we don't have \$10 million. So we got [at least you can do something. We have] a [great] fire service, and we're setting up a building right now that [inaudible] can go in if someone's life's in danger. And we were [correction: we are planning to build a new station farther north in the community. Again, money will determine what happens. We are] still a full volunteer [Fire] company here. Our ambulance squads are not at this point. And this company helped form station eight, the ambulance squad. We separated the two because it was a different type of service. But if an alarm goes in, there'll be a fire truck going out of here in probably around eight, nine minutes. It's not as good as it used to be because people work out of town now. When I first came into the company, it was within probably 15 minutes, you'd have 15 to 18, maybe 20 people respond here. Because we all lived in town, we would drop what we were doing and went. That's another problem in the community. But you got to live with these things, you got to learn a way out. You've got to make it work. People can't just leave the job to go drive as a volunteer in a fire truck because your house is burning down. And one of the instructors told us, and I was told this many times, "Just remember, it's not your emergency. Be safe, do what you can, and adjust to the situation." If I'm going to a fire and I'm driving a fire truck, which I did for many years, and it's reported a brush fire, I'm not going to hurt people on the fire trucks. I've got people's families [on board]. But me and members of the community, I'm not going to put us in danger, but if it comes back that there's lives in danger and someone's hanging out of a window, I'm going to adjust myself a little bit. Hopefully, I'm not going to hurt anybody, but I'm going to drive differently. There are things that you have to learn to do, and hopefully we can pass that on to the next generation and they'll be aware of that also. You have to take care of your equipment. You have to take care of your things. That's hard to do sometimes, but it's very important. Some of these fire trucks out here are pushing 30 years old. They still work. So we borrow rates, committees of volunteers borrow, money had to be found, donated, borrowed, granted. Sometimes all the above to get a piece of equipment [when you need a new piece of equipment, a committee is formed to borrow money, solicit funds and grants.]. We're in need of a piece of equipment right now. Okay, because our policy was to change trucks every 10 years. Can't do it anymore, money's not there. So now it's more important for this generation, we have a good group of people here to take care of what you got, you gotta go, you got to keep working, and we will. Might not make the underwriters pass [pump test] and the insurance go up a little bit, but that truck will run and we can guarantee that. We can go home and lay down in the bed and say, "It's going to work, I'm sure it's gonna work." We've done that and we still do that so. That's pretty unique, that volunteers are still in this community. And we get a little bit of adjustment off our taxes. You know, we're using our automobiles, we're running our gas, but I'm retired now. And so I get about \$600 a year because I volunteered here for 53 years, so the county gives me a little money and I use that for gas in my car, okay? But for years we got hardly any type of pay. This company was paid early, on a dollar per fire, years ago. It's city, it's always been a city department. [By the City of Crisfield around 1910. Our Fire Company has always been a department of the city, and is still owned by the town.] The other interesting thing is important, and these are the things that's happening that people have done [correction: and that people have always run this service] in this community. It's pretty unique. The volunteers are in this room are separately incorporated [they are a separate Corporation.] Crisfield Volunteer Fire Company is

its only corporation. Its building belongs to the City of Crisfield, all fire trucks belongs to the City of Crisfield, all the equipment belongs to the City of Crisfield. We just volunteer to run it. Okay, that's pretty unique. If you go up the shore, you won't find much of that. Okay. It's not a paid company yet. Let's hope it don't become one. But it was at one time, around 1910, because I'm an historian in here [for the Company] as well, so around 1910. But the city couldn't afford to do that very long. So when they drilled the well, they said, "If you're in the fire company and you make your quota, you don't pay a water bill." That was our payment. Many, many, [we have spent] many a night here volunteering. That's something that this generation, your generation, needs to understand. Many things in this country have been done without any pay. Volunteering is very important. Our whole society has ran on that for many years, you know, ambulance squad was all free for a while, so, volunteering is a very important thing. It's been a blessing to this community, I can tell you right now. The Women's- the Women's Civic Club put a fence around the community cemetery and the grass in it until recently. It started in 1955. I think we've lost a little bit of this. We lost it for a good reason, though, because people don't have the time. We're occupied with too many things now in this society. Years ago, we weren't. We did sit on our porches in the rocking chair, my son [our children] went out with the door not locked. Can't go back there. So I guess the wisdom is to, you're in a different place. Take what you've learned from the older people that went through the past, mix it up with what you got have now and make her go. That's going to be the answer.

Arnold: Okay, sounds good to me. Well, that was our last question, so just to wrap things up, is there anything else that we didn't ask that you would like to share regarding Crisfield?

Goldsborough: That's a good point. Well, I run a business here, and it's been a good business. We made a good living, but it's a struggle. And it's a struggle because of the situation that the whole world's in, the economy and everything. And again, you have to adjust. You can't change it. You have to do what you see is best course to take. You know, you're walking down a road. You're going to come to a fork in the road. Hopefully, you can make a good decision on which way to turn, and that's true. It's true with everything in this country right now, and including this community. Another thing is we've been incorporated since 1872 in this community, and we were actually our charter came from the Maryland legislature. We're a chartered city, other cities are not. Even Marion Station is not. Princess Anne is a more, a different situation, it's not incorporated like we were, commissioner-type system. We have a mayor and council here, we always have had one. And we've often thought that in the charter, interesting thing in the charter,

if you start a service such as a fire service, garbage collection, or street lights, water system and sewer system, you can never stop them, or therefore your charter is void. And you would return the charter back to the Maryland legislature and throw it up. If that happened in the next entity, which would be [the burden would fall on] Somerset County, we would be in Somerset County. Jacksonville, Florida is a good example. The whole county is Jacksonville. They don't have a city anymore, they're the county. That may very well happen here. And that may be a solution, and we may have to decide to do that and go for it [someday]. So right now, we're striving in this community to stay business-wise, the city government, and what it takes to do things [doing all that it can]. It's been thrown around quite a bit. Of course, it's not happened yet, let's hope it don't [don't have to do it], but that's what you would have to do, you know. Then you've still got fire service and ambulance systems and whatever. We'd have to raise the taxes, all of us pay an equal amount of it in Somerset County, so that's an interesting subject. Hasn't happened, and hopefully doesn't, but it could. It's a course we can take, it's a- it's a fork we can take. Right, yeah, so, but then, yeah. All right, what we got to do to fill this paper out here?

[Transcript ends]